

Australia U.F.O. Bulletin

THE AUSTRALIAN U.F.O. BULLETIN

This is the official publication of the Victorian U.F.O. Research Society

P.O. Box 43,

Moorabbin, Victoria 3189

Australia



ARCHIVES FOR UFO RESEARCH
PO BOX 11027
S-600 11
NORRKÖPING, SWEDEN

FL

POSTAGE
PAID
BRIGHTON

Registered for postage as a Publication Category B.

The Victorian U.F.O. Research Society

P.O. Box 43, Moorabbin, 3189, Vic. Australia - VBH 0122

The AUSTRALIAN U.F.O. BULLETIN



SUBSCRIPTION RATES

V.U.F.O.R.S.

Full Membership — (\$5.00 per annum which includes free issues of magazine.

Overseas Membership — \$ 7.00 U.S.A.

Single copy of magazine (50¢) Aust. plus postage.

V.U.F.O.R.S. OFFICE BEARERS

President
JUDITH M. MAGEE

Vice-President
PAUL NORMAN

Secretary
MARK SAWYERS

Treasurer
CLIVE YATES

Membership Secretary
STAFFORD HALL

Sightings Investigations Officer
PAUL NORMAN

Librarian
JOHN W. AUCHETTL

Publications Officer
M. FERNANDEZ

Officer
CAPT. JOHN BELL



Society History

1957

1957

At this point perhaps it may be opportune to present a brief history of the Victorian U.F.O. Research Society.

The earliest U.F.O. group to form in Australia was the "Australian Flying Saucer Bureau" under the direction of Edgar Jarrold and Andrew Tomas, in the early 1950s. At the same time, Fred Stone inaugurated the "Australian Flying Saucer Research Society" in Adelaide. After approximately two years the Bureau closed down and was regarded as a branch of the "Australian Flying Saucer Research Society" under Andrew Tomas. This shortly broke from Adelaide and became the "Australian U.F.O. Investigation Centre" with Dr. Clifford at its head until 1958, when the Presidency passed to Dr. Lindtner.

The "Australian Flying Saucer Research Society (Victorian Branch)" was formed on the 17th February, 1957 as a branch of the "Australian Flying Saucer Research Society" and later that year was re-organised as the "Victorian Flying Saucer Research Society" with Mr. Peter E. Norris L.L.B. as President. In 1968 the name was again altered — this time to the "Victorian U.F.O. Research Society".

During this time, the Society has published various papers and is probably best known for its publication Australian Flying Saucer Review, curtailed in 1972 due to high costs and subsequently superseded by the Australian U.F.O. Bulletin and at one stage sponsored and produced a quarter-hour program on a Melbourne radio station under the heading of "The Truth Behind Flying Saucers".

The Society had held a dispassionate attitude on U.F.O.s, claiming it is a scientific problem deserving closer attention. It has also met regularly in General Meetings and maintains the largest U.F.O. library in the Southern Hemisphere, making books available by post, to members throughout the Commonwealth.

Membership of this Society — which maintains the largest membership of any U.F.O. organisation in the Southern Hemisphere — is open to all who are genuinely interested in the subject.

WELCOME:

The Society welcomes reports of unusual Aerial Phenomena and evaluates each report on its own merits and if requested, reports will be held in the strictest confidence. The Society exchanges information with many similar Australian and overseas organisations, as well as scientists, and disseminates to the public, available information on the subject, which includes local, interstate and the latest overseas developments in its quarterly publication "Australian U.F.O. Bulletin," posted to all members. Address all communications to:

V.U.F.O.R.S.,
P.O. Box 43, Moorabbin,
Victoria 3189

Contributions published do not necessarily reflect the policy of the V.U.F.O.R.S.

© COPYRIGHT PUBLICATION

No part of this publication may be reproduced without prior written consent of V.U.F.O.R.S.

A cross appearing in this square indicates that your subscription is now due.

First

Final

☐
☐

Australia U.F.O. Bulletin

The Victorian U.F.O. Research Society

P.O. Box 43, Moorabbin, 3189, Vic. Australia -VBH 0122

Publication No VBH0122

Registered by Australia Post

J U N E 1988

CONTENTS

PAGE.

2. CORAL LORENZER
1925 to 1988
3. On the UFO Trail
By PAUL NORMAN
4. Judge Sterling dead
at the age of 56
5. INTERSTATE REPORT
By PAT GILDEA
5. "DIARY DATES"
6. PART-2
The Knowles-Nullarbor
Encounter
By JOHN AUCHETTL
12. Geelong, Victoria
Encounter 16.FEB.88
13. UFOs and the Condon
Report
By JAMES.E.McDONALD
16. "IMPORTANT NOTICE"
to VUFORS Members.

© COPYRIGHT 1987

NO MATERIAL FROM THIS
PUBLICATION MAY BE
REPRODUCED IN ANY WAY
WITHOUT PRIOR WRITTEN
PERMISSION OF VUFORS
OR ARTICAL OWNERS.

MEMBERSHIP

AUSTRALIA ONLY \$7

OVERSEAS

SEA MAIL	\$9
AIR MAIL	\$13

MEMBER

International Committee for UFO Research

P.O. Box 43, Moorabbin, Vic. 3189, Australia



EDITORIAL

Over the past few years, we have heard claims from several sources that the governments of the world and in particular, the United States government, have been engaged in a massive cover-up of UFO related material.

Numerous individuals claim to have had first hand knowledge of the U.S. military establishment having recovered and subsequently hidden the wreckage of ill-fated alien spacecraft, and the remains of their occupants - with no substantial evidence to date (primarily due to the alleged cover-up).

If the cover-up does indeed exist, then the next reasonable question we may ask is why - why the cover-up?

Let us suppose for one moment that the claims are true - that the United States government is in possession of artifacts of alien technology. Why don't they just come out with it and tell the world? What are they so afraid of?

There was, and still is, a fallacy that the public would panic - that the revelation that we are not alone in the universe would cause profound fear, resulting in mass hysteria on an unprecedented scale. That may have been the case in 1938 when H.G. Wells' 'Martians' 'demolished' New Jersey, but I don't believe that that notion holds water in today's complex society. The general public has, in the past 50 years, become more educated and more mature and accepting in their attitude towards things that are new and different (at least this is generally so in Western cultures). I believe that the news that Earth was being visited by an advanced alien civilization would be greeted with utter joy by those who were interested, and with faint curiosity, perhaps even total indifference, by those who were not.

No, the reason for the cover-up is much more ominous than that.

The renowned American researcher Stanton Friedman shot very close to the mark when he said that the single most significant aspect of UFOs from any government's point of view, is their potential to be adapted for military purposes.

Think about that - a weapons delivery system that can out-run and out-maneuvre the most sophisticated aircraft and missiles yet developed by the United States or the Soviet Union. Such a weapon would be awesome, and would add a hideous new dimension to modern warfare and that is about the last thing planet Earth needs during these troubled times.

If the United States has part of this 'captured' alien technology, but not enough to be able to reproduce it, or even understand it, they're not likely to 'spill the beans' and say: "well, this is what we have - it's not much, but it's a start". What if the Russians also have some fragments, but are missing the pieces that the Americans just might have?

EDITORIAL (cont'd).

It is far safer for each side to keep 'mum' about the whole subject, and systematically discredit and intimidate witnesses, debunking and covering-up as they go - all the time waiting, biding their time until sufficient answers fall their way to enable them to build the ultimate weapon.

Though a grim reflection on human nature, it seems that the course of international affairs for the foreseeable future would reinforce such a hypothesis.

Despite the cautious optimism of the recent arms limitations talks, and the smiling faces of Messrs Reagan and Gorbachev as they embrace, the cold war is still very warm.

Consequently, the great dream that the United States and the Soviet Union might some day form a bond of trust and co-operation strong enough to share acquired alien technology, as well as their own, in a determined effort to work together on a grand project to send humanity to the dusty red plains of Mars and beyond, may sadly be an impossible dream.

.....

C O R A L L O R E N Z E N

(1925-1988)



Coral Lorenzen died April 12, 1988 of natural causes. Her interest in the UFO phenomena began in 1934 at the age of 9 when her and two playmates saw a hemispheric object cross the western sky from west to north. This sparked her interest. Her second sighting came in June, 1947 when she observed a tiny round object leave the ground and quickly moved straight up into the sky and quickly disappeared.

During the next five years she made many contacts with people interested in the subject of UFOs. In January, 1952 she began contacting them to form AFRO. The main thrust of her idea was to preserve information which otherwise would have been lost to history.

Through the years Mrs. Lorenzen has held additional positions as a correspondent and feature writer for various newspapers and was employed by the United States Air Force at Holloman Air Force Base where she became familiar with Air Force procedures and missile testing.

She is the author (or co-author with her husband Jim) of seven books: Flying Saucers-The Startling Evidence of the Invasion from Outer Space (originally entitled The Great Flying Saucer Hoax 1962-1966); The Shadow of the Unknown (1970); Flying Saucer Occupants (1967); UFOs Over the Americas (1968); UFOs-The Whole Story (1969); Encounters with UFO Occupants (1976); and Abducted (1977).

Mrs. Lorenzen felt strongly that UFO researchers should concentrate on improving the quality of investigations and therefore reports and attempts to see that the results are made available to the scientific community. She felt that the thousands of reports of UFOs in the sky, on the ground, and accompanied by humanoid occupants indicate that a careful, methodical and in-depth study of earth and its inhabitants is under way.

ON THE UFO TRAIL

Paul B. Norman



From November 1953 until January 1958, I had been checking out UFO incidents which had come to my attention, usually from newspaper accounts, which were mostly distorted by newsmen with Journalistic Licence.

During early January, 1958, I noticed in a local Nashville, Tennessee newspaper that Major Donald Keyhoe would appear on the CBS coast to coast television network. At that time, Major Keyhoe was Director of the National Investigations Committee on Aerial Phenomena (NICAP). The one hour program was to be equally divided between an Air Force Spokesman and the Major.

Needless to mention that I was on hand with TV warmed up and my family ready to watch and listen.

The Air Force spokesman was the first to speak during which time he elaborated on known hoaxes, mistaken identities, natural phenomena. He carefully avoided mention of the solid, investigated cases. When his half hour period expired, he kept talking about nonsense cases. By the time he had finished talking, Major Keyhoe had only ten minutes to present his side of the argument.

Major Keyhoe had been talking for only four minutes, when the sound faded from my set. Thinking the problem was related to my TV, I turned the control to full volume. Still no sound. When the sound returned, the grinning Air Force spokesman was back on saying "your Air Force would not withhold the facts."

The next morning a short paragraph was published in the local newspaper, stating that Major Keyhoe had been deliberately cut off the air! I immediately wrote a letter to the NICAP Director, asking for details on what he was trying to disclose when he was cut off the air.

Since thousands of viewers were writing to NICAP, it was necessary for the Major to answer in mimeograph form.

In later correspondence, Keyhoe explained that the TV operators in the control room had orders to cut the sound if he deviated from the teleprompter. Before the beginning of the telecast, when his script was shown to the Air Force representatives, the station was warned that he (the Air Force spokesman) would immediately deny the documents existed, if Keyhoe was permitted to refer to the documents. This would also include denouncing the quoted source - their own former Project chief. In addition, though the TV program officials tried to present an impartial program, the Air Force insistence on an unfair share of the time forced Keyhoe to delete many factual items refuting most A.F. claims. Among these was the listing of official orders which silenced Armed Forces Personnel, citing an A.F. letter to NICAP by General Joe Kelly, Director Legislative Liaison, USAF, refusing to release UFO reports and admitting they were classified for official use only.

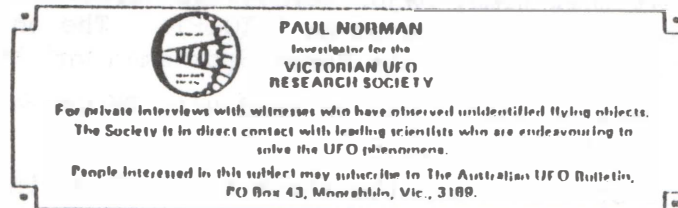
At that time, January 1958, I joined NICAP and remained a member until 1976, when it was discontinued by dishonest influences.

This year, 1988, so much UFO activity was developing in Australia, that I considered postponing my annual visit with overseas friends and researchers, until a colleague informed me that a special conference was to be held in Eureka Springs Arkansas. The main speakers were to be Al. Chop, a retired civilian who was on the USAF press desk during his time of active service, and retired Air Force Major Dewey Fournet, Project Bluebook Liaison Officer in the Pentagon during the early years of A.F. investigations. After his retirement, Fournet became a board member of NICAP in 1957.

It was a pleasure to visit with Dewey Fournet in Eureka Springs and discuss some of the events which transpired during that period of interest.

During his lecture, Fournet admitted that officialdom could have been using Project Bluebook as a dupe. However, when he retired he was so disgusted with the whole subject, due to hoaxers, unscrupulous newsmen and last but not least, the poor assistance from the scientific community. Time and time again, representatives of the Air Force had called on the scientific community for explanations of what their pilots and the public were observing, only to receive the ridiculous explanations similar to those we receive to this day.

Unfortunately, Al Chop was unable to appear due to his wife's illness but the Al Chop video was shown in its entirety, and with the other speakers on the program, I consider it to be one of the most interesting conferences I have ever attended. Congratulations to Bill Pitts, MUFON Director or Arkansas for organising this most unique and outstanding conference.



Judge Sterling dead at 56; some rulings controversial

U.S. District Judge Ross Neumann Sterling, 56, some of whose rulings stirred controversy and who was a member of a prominent Texas political and oil family, died today in a local hospital after a brief illness.

His death leaves two vacancies among district judges in the federal Southern District of Texas. President Reagan has appointed Ken Hoyt, a justice of the First Court of Appeals of Texas, to fill the other vacancy, but the Senate has not confirmed him.

There will be three vacancies this spring when U.S. District Judge John V. Singleton Jr., the chief judge of the Southern District of Texas, takes senior status.

"It means a hell of a case load for the other judges," Singleton said. Cases pending in Sterling's court are expected to be distributed among the other judges in the Southern District.

Singleton also praised Sterling as "an excellent U.S. district judge."

U.S. Sen. Phil Gramm, R-Texas, is expected to recommend Sterling's successor — a recommendation the president is almost certain to follow. It is considered unlikely, however, that a successor can be decided upon, cleared by the U.S. Department of Justice and confirmed by the Senate before Congress adjourns next fall for the campaign.

In cases involving police officers convicted of wrongdoing in the Joe



Campos Torres civil rights case, Sterling's rulings aroused criticism. Both rulings were ultimately overturned by a federal appeals court.

In cases involving oil companies, Sterling dismissed some of the 1979 charges against defendants in the cases, which involved violations of U.S. Department of Energy regulations by several oil firms. The U.S. Court of Appeals for the 5th Circuit reinstated the charges.

Most of the cases ended with plea bargains.

The Joe Campos Torres case, which stemmed from the drowning of Torres in 1977 while in custody of Houston police, occasioned protest and threats against Sterling after he sentenced three police officers to probation sentences on felony charges of conspiring to deprive Torres of his civil rights. He also sentenced the officers to one-year prison terms on a misdemeanor count stemming from the Torres death.

When death threats were made against Sterling in the aftermath of the sentences, U.S. marshals guarded him for a time.

The 5th Circuit Court of Appeals overturned the probations and remanded the case to Sterling for resentencing. He then sentenced the officers to a year and a day on the felony count, to run concurrently with the misdemeanor sentence.

Sterling also was the trial judge in the 1987 case of Galveston millionaire Shearn Moody Jr., who was convicted by a jury of misusing funds from a family trust. Sentencing was pending at the time of Sterling's death.

At his death, Sterling was next in line to become chief judge of the federal Southern District of Texas at

the end of March to succeed Judge Singleton, who must give up the job because he will have reached the age of 70. U.S. District Judge James DeAnda is now next in line for the position, which goes to the judge with the longest term of service.

Judge Sterling was the grand nephew of Texas Gov. Ross S. Sterling, who brought in two oil wells that evolved into what today is Exxon USA. Gov. Sterling served one term as the state's chief executive during the Depression of the early 1930s.

The judge was a 1956 graduate of the University of Texas School of Law. Before President Ford appointed him to the federal bench in 1975, succeeding Allen B. Hannay, Sterling was a partner in the Houston law firm of Vinson and Elkins, specializing in federal practice.

At the time, Ronald Reagan criticized that and other of Ford's appointments in states where presidential primaries were scheduled. Reagan called the appointments examples of Ford's using the powers of the presidency to further his political fortunes.

Sterling also was law clerk for U.S. Appeals Court Judge John R. Brown. Long active in Republican politics, Sterling served as a GOP precinct judge and as a delegate to the 1966 Republican state convention.

He leaves his wife, Dakota Ehman Sterling; a son, Ross Ehman Sterling; his mother, Mrs. B. Frank Sterling, all of Houston; a sister, Mrs. R.C. Mastrovito of New York; and a brother, B. Frank Sterling Jr. of San Diego, Calif.

Geo. H. Lewis & Sons, 1010 Bering, will announce arrangements.

Interstate Report

This case was recorded just prior to the Knowles Encounter, 1987. 5.

Monday, 14th December, approximately 10.30p.m. on a deserted country road in Tasmania.

The male driver, aged about 33 years was driving a petrol driven car, when he observed a light in the sky, which followed him for five to six kilometers.

He first thought it was a helicopter, until the light landed on the road in front of the car, about 30 meters away.

The driver braked and stopped, the engine died and the lights of the car went out, the driver then applied the hand brake and ran from the vehicle, down the road and hid behind a tree. From there he observed the car being physically drawn towards the oval shaped light.

Another vehicle arrived on the scene, from behind him. The farmer, thinking an accident had occurred, stopped near the driver. The lights on the four wheel drive went out, but the engine kept running. Both men observed the object for a few minutes until it took off at an angle and disappeared into the night sky.

The first car, which was white, was covered in a black powdery substance and the tar on the road, where the object had landed, was melted. Both witnesses have kept in touch with each other since the encounter, but wish to remain anonymous.

In an interview with the first driver, the following facts emerged:-

There is a two hour time loss the driver cannot account for - After leaving the scene, the entire electrical system on the car had to be replaced.

The witness states he can now pick up thought transmissions from people as if they were talking to him.

When sitting at home in the evenings, witness at times gets an urge to go outside, and states that cats are now terrified of him.

Neither witness suffered headaches or other related illness, noted by us in similar cases.

Prior to this experience, witness had no interest in UFO's.

Another interesting detail; the witness was approached by three men in the street, apparently two Americans and one Australian who were wearing old style suits - reminiscent of the 30's.- and who advised him not to talk to anyone about the encounter, otherwise he would be ridiculed.

They told him also, things about his personal life which would not have been known by anyone other than him.

The men were described as 'short back and sides' Mafia type characters.

We tried to trace the hire car they were in, but could not.

The witness is a quiet family man, successful in business and respected in the community, but at the moment is a very confused human being.

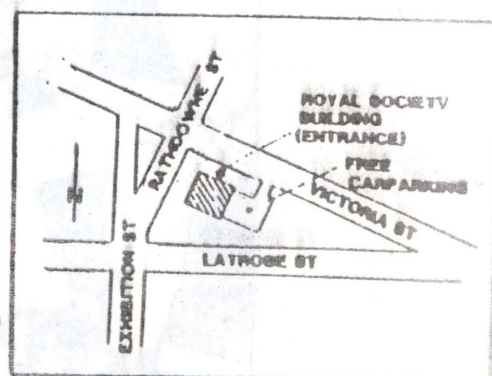
Investigation by Pat Gildea.

DISCUSSION NIGHT

For your Diary

5th SEPT 88	MEETING
5th DEC 88	A.G.M.

TIME : 8:00pm
WHERE : 'The Royal Society of Victoria'
Victoria St., Melbourne (SEE MAP)
COST : \$1.00 donation per person. (for
supper)



THE KNOWLES-NULLARBOR^{6.} ENCOUNTER

PART-2

BY JOHN AUCHETTL



● Mrs Knowles ... "All of a sudden this thing was on the roof." Picture: CHANNEL SEVEN

Picture: CHANNEL 7



Mrs Knowles: "We thought we were dying."



● The Knowles family with the tyre they say was blown out in the Nullarbor "encounter".



Scientists clamor for UFO data

BLACK dust or ash found on the car involved in the Nullarbor Plains UFO scare last week was due to a tyre blow-out and excessive braking, independent experts have claimed.

The Knowles family of Perth claimed their car was picked up and shaken by visitors from space on the Eyre Highway early on Wednesday.

But scientific experts, hired by the Channel Seven network to carry out tests on the car, claim the black dust on and in the car was the result of burning shredding rubber and excessive brake wear following a tyre blow-out.

Official police results on the substance are expected later this week.

Theories put forward by other scientists as they await the results of forensic tests include meteorites and dry thunderstorms.

Professor Peter Schwerdtfeger, head of meteorology at Flinders University, said the details were consistent with a thunderstorm in which charged dust-particles created a ball of lightning.

He said the fine ash covering the car could have been a product of the lightning and the violent

shaking of the vehicle a result of the storm.

A research physicist from Wollongong University, Mr Glen Moore, said the family's experience was consistent with the phenomenon of falling meteorites.

Leading UFO researchers in the United States have reacted with a mixture of excitement and envy to the Knowles family's encounter. Some said it could become the most important sighting yet.

"I can't think of any other case like it," said Mr George Eberhart, from the Chicago-based J. L. Hynek Centre for UFO Studies. "It's incredible. I wish a case like this had happened here."

The Hynek Centre receives about 250 reported sightings from all over the US every year.

"I'd say about 95 percent of them were either explainable or hoaxes," said Mr Eberhart. "Obviously there are ones which are genuine. This case (the Mundrabilla sighting), if it holds up well, sounds like the perfect case. I'd love to see the analysis of that ash."

A number of well-known Americans have also claimed to have seen UFOs.

These include:

- Former President Mr Jimmy Carter, who saw a UFO while Governor of Georgia and filed a report on it;

- Senator Barry Goldwater, a trained pilot, who has had several encounters;

- Former Beatle John Lennon, who once tried to photograph a UFO from his apartment;

- Former world heavyweight champion boxer Muhammad Ali, who says he has experienced more than 20 sightings.

24.1.88 QLD
SUNDAY MAIL
CR: Roy Russell

Truckie backs desert UFO claim

THE Knowles family was telling the truth about seeing a UFO last Wednesday, according to the first person to see the terrified family after their encounter.

Melbourne truck driver Graham Henley yesterday said the family was now upset that people could think they made up or imagined the encounter on the Nullarbor Plains.

Mr Henley said "shell-shocked" members of the Knowles family received medical treatment for a "nervous condition" at the weekend.

He said theories aimed at debunking Wednesday's encounter near the WA-SA border were "a lot of rot".

One theory was that the dust on the car roof came from over-heated brakes.

"I felt the sooty material on the roof of the car and it was not brake dust," Mr Henley said.

"I've been around the car racing scene and I know what brake dust is like.

"This stuff was a fine silicon-type material. It was like powdered glass, it had an incredible feel to it.

"Brake dust only gets on the wheels, not on the roof ... and the brakes weren't even hot.

"It was the coolest part of the day and the road is virtually straight for about 75 km, so they would hardly have used their brakes."

Mr Henley said he was convinced when the Knowles first told him what they had seen 20 minutes earlier; "I knew they had seen something when I saw the terror on their faces — even the dog was cowering in the car."

"Mrs Knowles was near hysterics. One of the boys is still in a state of shock.

"I have seen people after they've had bad accidents — they are more shocked. These people were absolutely terrified.

"I am totally convinced that they had a terrifying experience ... but I can't explain it.

"Despite their hysteria everything was exactly as they described it when we went back to the scene.

"We saw the foot prints where they went back to the bushes to hide and the marks left by the U-turn to get away from it (the UFO)."

Mr Henley said the Knowles and several members of the family had had medical treatment at the weekend: "I believe they were treated as people with a nervous condition."

He said some theories about what the Knowles had seen were ridiculous: "There was no rain or lightning in the area at all, and there are no street lights for miles."

The Knowles claimed dents in their car roof were caused by the UFO picking up their vehicle.

"There is no way that the car was rolled because the front end was not misaligned, nor was there the damage you would get from rolling a car," Mr Henley said.

"One dent in the roof was particularly pronounced but I hit the roof and couldn't make a dent."

Meanwhile, Mrs Pajauta Patupis, a motel licensee at Eucla, near the WA-SA border, yesterday said she saw what appeared to be a UFO on January 5.

She said she saw a craft with red and white flashing lights at about 9 pm on a clear night.

"My husband and I saw it coming from the west, it turned around and sort of stood still. It was very close to the ground," Mrs Patupis said.

"The strangest thing was that it had no engine noise.

"We reported it to air traffic control in Perth and they said there were no planes in the area."

25.1.88
SUN VIC

Nulla UFO movie bid

PERTH — You've seen *Close Encounters of the Third Kind*, now brace yourself for *Invasion of the Car Snatchers*.

Yes, the Knowles family's story of an encounter with a UFO on the Nullarbor Plain could hit the big screen.

A "story scout" for television company Aaron Spelling, best known for its glossy soap *Dynasty*, picked up the story after it was given wide news coverage in the US.

The company is negotiating with Adelaide's Channel 7 for the rights to the story.

An Aaron Spelling spokesman in Los Angeles said he had been trying to contact the Knowles' who are holidaying in Melbourne.

— AAP

28.1.88 SUN VIC

What happened out there on the Nullarbor?

IT WAS a pleasant day in Perth on January 19 when the Knowles family set off from their Midlands home for a two-week holiday visiting relatives in Melbourne.

The family — Mrs Faye Knowles, in her 40s, and her three sons, Patrick, 24, Sean, 21, and Wayne, 18 — loaded their blue Telstar sedan with luggage and the two dogs.

They were determined to do the trip in the shortest possible time by each taking a turn at the wheel.

It was about 5 am WA time and the family was about two hours from the SA border. They had been driving all night and it was Sean's turn at the wheel. About 40 km ahead lay Mundrabilla, a tiny spot on the map with only one building, a roadhouse.

As far as the family could see, the terrain was a monotony of flat, sandy desert dotted with small bushes and outbreaks of scrub.

The bitumen road stretched dead straight into the huge, orange sun just peeping over the horizon to light up a clear, new day.

All the family members were awake, taking in the spectacular sunrise and noting the huge transports that occasionally roared past.

Suddenly, they were later to recall, another light came over the horizon, making a loud, humming noise — probably just another truck, they thought at first.

This, then, is what the Knowles claim happened next:

The glowing light started performing mind-boggling aerobatics. It honed in on passing trucks, playing a game of chase with them. One second it was above one truck and in a flash, behind. It sped back to the highway in front.

Sean drove towards it, curious, but it took off.

Then in the rear vision mirror he spotted it, a huge, white light about 1 metre wide with a yellow core, bearing down on them. It was shaped like an egg in an egg cup. It was coming right at them.

The family panicked. Nothing they had seen before resembled it.

Sean pressed hard on the accelerator — he was doing 200 kmh — but the object whizzed up to the car. Faye Knowles screamed in terror.

The object was hissing. It seemed to engulf them. As the family yelled to each other, their voices came out deeper, in slow motion. The dogs went crazy.

Suddenly, like a monstrous eagle with its talons poised, the object gripped the car roof and swept it from the ground. The Knowles say it shook them violently.

The family was in shock. They said later they thought they were going to die.

Faye Knowles said she unwound the window and touched the object but quickly, terrified, snatched her hand inside. She had felt huge suction caps locked on the roof like a leech.

The object puffed out a screen of black, foul-smelling dust.

And then, abruptly, the object released them, as if it had had its fun. The car slammed into the ground with such force a tyre blew out.

The Knowles, terrified that the object would be back for the kill, scrambled from the car and hid in the scrub.

They said they watched it hover for a while, then leave.

Sean changed the tyre and they drove off. In their haste, the family left the car's jack on the road.

They sped the 40 km to Mundrabilla and stopped at the roadhouse where they told two truckies of their ordeal.

One said he, too, had seen the light. Both truckies told the owner of the roadhouse that the lads were white and shaking. Faye was in tears.

The Knowles then drove 600 km to Ceduna in SA, where they reported the incident to police.

Within hours news of the "close encounter" in the Australian Outback was making headlines around the world.

Crew on two fishing boats in the Great Australian Bight apparently confirmed the sighting, reporting they had been buzzed by strange lights.

So what did happen? Was the Knowles family telling the truth or was the whole episode a hoax?

One question so far unanswered is why the family did not report the incident at Eucla police station, just on from Mundrabilla.

Sgt Dennis Sutton, who lives in a house adjoining the station, mans the station with four other officers.

"We didn't and still haven't heard from them," he said this week.

"They could have called in here. I live here. I don't know why they didn't."

It was 1 pm when the Knowles family arrived in the fishing town of Ceduna, on the edge of the Nullarbor.

Sgt Jim Furnell had just had lunch when the distraught family stormed into his office.

He took a statement and tried to calm them.

He is convinced the family did experience something out of the ordinary.

"They were very shaken up. I got the impression they had seen something," he said.

"We talked for an hour and a half. They were physically upset as if someone close had died. They were convinced it was a UFO."

"I got the impression it was a meteorite — you do get meteorites that are attracted to metal substances. But you couldn't suggest it, they would have laughed at that."

In her statement to Sgt Furnell, Faye Knowles did not report that she put her hand up to the roof of the car and touched the object.

That aspect of the incident only came out during a later TV interview.

"She certainly didn't say that to us," Sgt Furnell said.

"With a glowing thing that looked like a ball of fire you wouldn't touch it, would you?"

He said there seemed to have been exaggeration in newspapers. Faye Knowles did not report there was luggage on the roof, so there was

doubt about allegations that dents on the car's roof were made by a luggage rack.

"That sounds like some journalist trying to gild the lily to me," he said.

And reports of the sighting by the fishing boats also had been exaggerated, he said.

Forensic samples were taken from the Knowles' car by a Port Lincoln investigator who happened to be in town that day but he did not impound the car.

Sgt Furnell said he didn't think the drama warranted a SA police investigation.

"No offence has been committed here," he said.

Sgt Furnell told the family they should go to the UFO Research Centre in Adelaide and have further tests on the car "because they wanted to know what it was. I wanted to know what it was and everyone in town wants to know what it was".

He rang the Research Centre and organised an appointment for the family, then rang Sgt Sutton at Eucla police station and reported the incident so WA police could investigate the scene.

Sgt Sutton sent out two men to look at the area and they were at the stretch of road at 2 pm WA time.

"We've got nothing, no evidence," Sgt Sutton said this week.

"There were no skid marks, just tyre prints where people trying to get a look had been. Someone earlier found the jack and that's been forwarded to another station for them to collect."

"There were footprints but we don't know whose is whose. There was no evidence of black ash substance."

Sgt Sutton said it was impossible for him to properly investigate the case without speaking to the family or examining the car.

He said there had been occasional reports of UFO sightings — mainly reports of strange lights — but added: "Things tend to get exaggerated in the bush."

Sixteen years ago Eucla was at the centre of international attention over the Nullarbor Nymph, a near-naked blonde seen by busloads of tourists on the Eyre Highway.

The media descended — but the nymph turned out to be an elaborate hoax staged by locals.

But Sgt Sutton is convinced the Knowles family experienced something strange.

"No matter what has happened since the original story, which has obviously been changed a bit, something happened out there and I believe that," he says.

The Knowles never arrived for their appointment at the UFO research centre in Adelaide. Along the way a truck driver had got wind of the weird goings-on and contacted the press.

What happened out there on the Nullarbor?

A rendezvous was organised by Frank Pangallo of Channel Seven, Adelaide, on behalf of *Hinch at Seven*, to meet the Knowles at Wudinna.

He offered the family

\$5000 for an interview, on condition they not discuss the story with any other media group for three months.

Others were anxious to get the exclusive.

If the family had been more patient it might have collected the \$20,000 Mr Pangallo claimed the Mike Willesee team was prepared to offer.

But Mr Pangallo got to them first, organised a hire car for them to get to Melbourne and arranged for tests on the car.

The tests were done by Mr Monty Luke, of Australian Mineral Development Laboratories, who later reported the dust was consistent with material from brake linings.

He said dents on the car, where the object allegedly gripped the roof, had been there for some time and were consistent with wear and tear.

The finding had the cynics grinning. It overturned reports that SA forensic police had found the substance to be unidentifiable.

But this week it emerged that those first reports were exaggerated.

"That's all bulldust," boomed Supt Schulz, who is in charge of the SA forensic police.

"There were no volumes of substance at all on the vehicle. For interest's sake, we did take what we call a tape lifting and that's only a case of pressing tape on to the vehicle, lifting specks of dust and grime.

"I have the sample here and I've looked at it and read the report.

"All I have is two little slides with a minuscule amount of grime or substance on it. It's probably road grime anyway.

"The press here have grabbed the car and secluded it in the shed of a west-coast hotel so we never had a vehicle with which to compare this stuff, which is what scientists need as a standard."

Supt Schulz said he feared having the slide examined would only fuel media speculation.

"There has been no examination, there will be no examination," he said.

"The offence occurred in Western Australia. No offence has taken place in South Australia.

"If they (WA police) want this, they can have all we've got with joy. It's about time people were told the facts," he said.

Whatever the truth in the incident, all witnesses said the Knowles family appeared to be genuinely shocked, horrified and distraught.

Mrs Judith Magee and other members of the Victorian UFO Research Society, interviewed the family in Melbourne last Monday night.

"One of the first things Faye Knowles said to me was it was good to be able to talk to somebody without being ridiculed," Mrs Magee said.

"She told me she had felt the big suction pad on the car and it was like the neck of a turtle-neck jumper."

Members of the society flew to Perth last week for their own investigations.

Channel Seven's Mr Pangallo said he was in daily contact with the family. He said they had seen a doctor for stress and were distraught. They had to be sedated twice last week.

He said they would still be far too traumatised to speak about the incident.

However, I had rung the family 30 minutes earlier.

Faye Knowles was in bed, resting, but Sean said he would be happy to talk about the incident if I was willing to pay for the privilege.

The Sun declined the offer.

The determination of the Knowles family to make money out of its experience has given the cynics added ammunition in their claim that the entire event was a hoax aimed at making money.

But people who saw the family in the hours after the incident are convinced they had been through some sort of ordeal.

What did happen? The reality is that we might never know.

JUST who DO you run to in horror when that strange object looms over your back yard — or family car?

"Not us, not us," an adamant Department of Aviation spokesman said yesterday.

What about the air traffic controllers at Melbourne airport?

Surely they monitor unidentified hovering peculiarities.

"Oh God, don't tell them to ring us. We already get the crackpots calling us from all over," a spokesman said.

Ah, the police then?

"We are definitely NOT the ones to investigate any reports of a UFO," a police spokesman said firmly.

But, she conceded, most people usually bolted to the nearest police station anyway.

"We tell them to ring the airforce. They usual-

ly know if there's any space junk or anything flying about."

So it's the RAAF who is responsible for defending both our shores and sanity — to investigate the wild assertions and the serious sightings?

The RAAF wasn't answering the phone yesterday.

30.1.88
SUN VIC

UFOs avoid the cities

IF, as UFO believers claim, visitors from outer space are anxious to find out how we live on Earth and how advanced we are, why do they always appear in very lonely and isolated places, frighten the life out of the occupants of the only car for hundreds of kilometres, buzz them like a show-off pilot, then disappear?

Do they know beforehand such places are known to be subjected to heat and electrically induced disturbances, and these will cover their tracks?

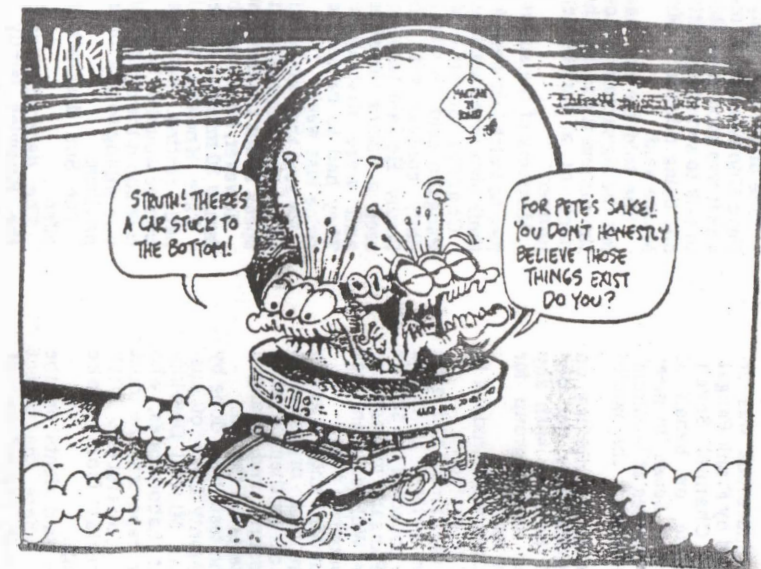
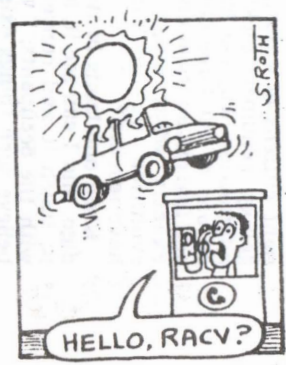
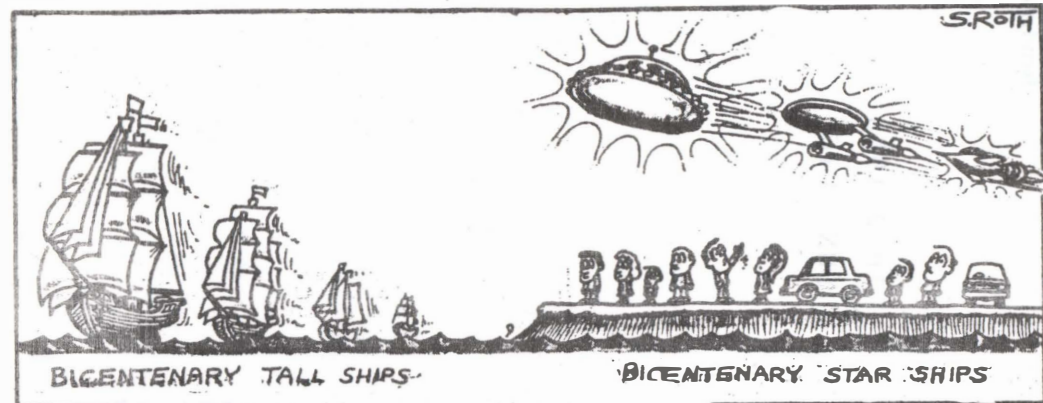
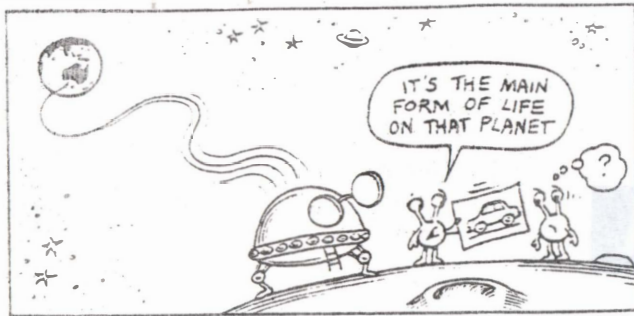
If they are honest upright citizens of a distant galaxy, genuinely seeking information, why not land on one of our large cities and find out for themselves exactly what stage of evolution we on Earth have reached?

When one lands in Bendigo, and I can see it, feel it, touch it and converse with the occupants, I will believe such things exist.

— Proof Please
(Bendigo).

10.2.1988
SUN VIC

What happened out there on the Nullarbor?



Lights in the night and buzzing bright

Alice Springs is a popular tourist destination...but could it also be a favorite spot for visitors from another planet?

Police Constable Rod Preece said several UFO sightings were reported each year in Central Australia.

Reports are sent to the RAAF in Darwin and re cross-checked with satellite information, planetary movements and the Aviation Department.

RAAF spokesman, Wing Commander Alan Hancock, said it was air force policy to fully investigate sightings near important defence facilities.

"If it is not, we file a copy of our report and send it to Canberra," he said.

"The average number of sightings is usually one or two a year.

"We used to get about 10 or 15 in the 1970s.

"It seemed to be all the rage to see UFOs.

"I don't know if we have more or less than down south."

Mr Hancock said the

last report from Central Australia was in May 1985.

Two women were driving to Darwin and saw a bright light in the sky.

They filmed it with their video camera and sent the tape to Darwin.

"It ended up being the planet Jupiter," Mr Hancock said.

Some sightings are not so easily explained.

A police officer from Hermannsburg, west of Alice Springs, is one of the few to report an unexplained "close encounter".

The policeman was called on duty just after midnight on New Year's Day, 1984.

He and a tracker went out on patrol in Gilbert Springs, an outstation past Arroyonga, to search for a stolen car.

They were about 28 km from Hermannsburg, near the Haasts Bluff turnoff, when the tracker saw lights to the south of the road.

They stopped the vehicle and saw lights travelling towards them across country.

Thinking they were the lights of the vehicle they were after, the officer and tracker drove off the road in the direction of the lights.

They pursued them across the scrub for about 45 minutes. During this time they lost sight of the lights several times.

"They appeared to be changing position. We would lose sight of them

and they would re-appear somewhere else," the policeman said.

"There were generally two lights but sometimes there was only one and other times there were three.

"At this stage they were bright and light, rectangular in shape, but with no beam like a headlight."

The officer said the lights seemed to be off the ground.

At one time they appeared to be sitting on top of a sand dune but the police 4WD had trouble travelling up the dune.

By the time they had gone around the dune, the lights had disappeared.

After nearly an hour of fruitless pursuit, the police officer and tracker decided "something funny was going on", so they found an old track to Gilbert Springs and travelled towards the outstation.

The lights were not sighted during this time but the policeman and tracker could see a glow over the hills.

After checking the two camps at Gilbert Springs, and finding nothing out of the ordinary, the officer and tracker headed back towards Hermannsburg.

About 500 m from the turnoff to the Arroyonga Road, the lights re-appeared, this time quite close to the car.

"One light was red and one white," the officer said.

The lights travelled parallel to the car until they were about 5 km from Hermannsburg.

The lights disappeared, "as if they had been switched off".

"If the lights had continued in the direction they were headed, they would have had to have passed over two camps," the officer said.

The officer said the tracker had told him the lights had been seen before at Gilbert Springs, where they were called the "car that never comes".

"There were two red lights at the top, four

large square white ones in the middle, and two long grey lights at the bottom," the police officer said.

"At no stage did I see any shape - just the lights."

"It was a very scary experience. Previous to that I was an unbeliever, but now I am sure there are such things as UFOs."

The officer said the tracker had told him the lights had been seen before at Gilbert Springs, where they were called the "car that never comes".

V.U.F.O.R.S.
JUN 1986 Bulletin

7 Mar 1986
CENTRAL
ADVOCATE

SPECIAL

It had been previously reported that the driver had mistaken the light as a reflection from the train engine's headlight on a sand dune.

On 18th September, this year, I met with the driver of this Australian National Railway goods train who gave the following details: He was an ex-policeman who had served with the South Australian Police Force for seven years before his employment with the railways. The event did not begin as a UFO report. The driver and his assistant had first spotted a light which appeared to be falling toward the ground. They at first thought the light was on an aircraft. When the light disappeared they feared it had crashed.

About fifteen minutes later they were surprised to see the light appear again, this time near the engine. At the same time the engine began to loose power. During this second appearance the headlight had been turned off so the drivers could try to identify the object just ahead of the engine. The driver said that when the engine began to loose power the men were "scared stiff". A policeman with seven years experience on the force does not scare easily.

V.U.F.O.R.S. DEC 1986

V.U.F.O.R.S. MARCH 1986

The Last week of October found me on the Great Australian Bight, an isolated Area where I had long wished to visit. During a restful break with friends at the Eyre Bird Observatory, a telephone message came from Pat Gildea that an object had been photographed over the Nullabor Plains. I immediately phoned the photographer for details from whom I learned that several witnesses were involved.

The object was first sighted on Saturday, 7th September at 3:00 p.m., high in the sky about 80 degrees to the Northeast and was still visible the following day to the Northwest, until 11:00 a.m. It was described as a bright silver looking object which showed up on the photograph as a pin-point of light. This appeared to be identical to an object reported by N.S.W. Premier Wran two days before, near the aircraft in which he was a passenger, over the coast near Coffs Harbour. That object was photographed by the first officer, Gary Elsass, from the Citation Aircraft. The pilots of an Ansett Boeing Aircraft flying nearby also sighted the object and reported it to the Brisbane Airport Control Tower.

An RAAF Mirage fighter was vectored from Williamstown to identify a radar contact. The pilot, Flight Lieutenant Roy France, was unable to positively identify the object because of its high altitude estimated to be 10 kilometers higher than the Mirage.

After a visit with several of the people who had observed the object over the Nullabor Plain, the description strongly suggested that the object was indeed one of the high altitude balloons which had been reported previously over Victoria, New South Wales and South Australia. But at that time the source of the balloons remained unknown. Thanks to the photographer, here was the opportunity to identify the type of balloon and try to find to whom the balloon belonged. Thanks also to GSW for computer analysis of the photos.

"P A S T S I G H T I N G S I N T H E" "A R E A"

GEELONG ADVERTISER

TUESDAY, FEBRUARY 16, 1988

Highton residents tell of strange encounter with 'UFO'

TWO Highton residents claim to have seen a UFO over Buckley's Falls, and dozens of others were woken by an "eerie" sound early Sunday morning.

One couple said they were asleep when what sounded like "10,000 geese" flapping their wings rhythmically hovered over their Willowfield Court home.

The husband said he rushed out on to the balcony and saw three white lights moving slowly west over Buckley's Falls.

He said he watched the lights — about 50 metres above the ground — merge into one and travel west along the Ceres foothills.

"There were no flashing lights and no engine sound — it seemed to me like a flock of birds, but it was so loud," he said.

The man said a 15-year-old boy in Scenic Road, whom they knew well and trusted, also saw the lights near their house and over the waterfalls.

A mother of two children, who lives next door to the couple, said she also heard the noise approaching from the Scenic Road direction about 4.30 am.

"I went to bed very early Saturday night and was awake when I heard it," she said. "It was the most extraordin-

By Rory McLeod

ary noise I have ever heard. I was terrified.

"It was this high-pitched sound that kept getting louder and louder. This sounds ridiculous but the noise came in waves, like it was circular, but it wasn't a helicopter.

"It sounded like it was just a few feet above our roof. I went downstairs to have a look outside but we haven't got as good a view to the west."

The vice-president of the Victorian Unidentified Flying Objects Research Society, Mr Peter Norman, said he received a report of a similar sighting

about 2.30 am on Sunday over Port Phillip Bay.

"We had a call from a lady in St Kilda who saw six vertical white lights heading towards Geelong that faded into three," Mr Norman said.

"She said they were twinkling white, orange and blue and then they merged into three white lights."

The manager of the Queens Park golf course, Mr Peter Hurrell, said he and his wife were woken by the noise at their residence.

"I thought it was the alarm to the office and kiosk but when I realised it wasn't I didn't go beyond the front door.

"The noise seemed really close behind us, but you could hear it getting further away. It was so loud it woke us up out of a dead sleep. It was this squealing sound like metal being rubbed together."

Mr Hurrell said the noise lasted about two minutes.

"The gates were locked so there was no-one in the park. I certainly never saw anything but there was no mistaking the noise," he said.

Mr Norman said he would be in Geelong today to hopefully discover more details on the events of the evening.

UFO expert checks claim

By Rory McLeod

PAUL NORMAN has spent 35 years investigating UFO sightings around the world.

His investigations have taken him through most of Europe, North America, parts of Africa, the Pacific Islands, New Zealand and across Australia, where the expatriate American has lived since 1963.

In that time, Mr Norman has had only one personal encounter with a UFO, in 1953.

"That's what got me interested in UFOs. I was a superintendent of a large power station in Tennessee and, one night, this thing shaped like a disc approached us over the river about the speed of a helicopter," he said.

"There was no noise involved or anything. It just hovered near the station for about half a minute before flying off. That's when I became interested in UFOs and have investigated them ever since."

With a briefcase in one hand and tape recorder in the other, Mr Norman, 70, visited the Buckley Falls



• Paul Norman: A personal encounter with a UFO.

area yesterday, where nearby residents reported being woken about 4.30 am Sunday by a loud, unfamiliar noise.

Two residents also claimed to have seen three white lights moving slowly in a westerly direction away from the waterfalls.

Springding manager, Mr Jim Haddleton, said his family was woken by the noise at their home off South Valley Road, Highton.

"We all got up and searched the grounds because we couldn't figure out what the hell it was," Mr Haddleton said.

"I thought it was the roller door at first, but it was the weirdest metal sound... definitely too close for a jet."

Mr Norman said judging by the limited information he had received, "it seemed a pretty solid case, worth investigating."

"I'm not saying there was a UFO here because it needs more investigation. I would need to speak to the people who saw something and those who heard the sound very clearly," he said.

A spokesman for the RAAF said there were no military operations "in that area at that time", although the F/A-18 jets were passing over Geelong regularly.

The spokesman said the jets could often be heard "quite clearly" even though they may be too high to see.

A senior air traffic controller at Tullamarine Airport said their radars had not picked up any "unidentified objects" early Sunday morning.

"Sometimes there are military activities which we don't here about, but nothing has come to our attention at that time," he said.

Mrs Christine Bissell, of

Corio, reported hearing a similar sound to those reported near Buckley Falls about two weeks ago.

Mrs Bissell said nearly all the residents of Hendy Street ran out at 2.30 am when this "unbelievable, high-pitched sound" passed overhead. She said it sounded more like a helicopter than a jet-fighter.

'Mistaken identities'

Mr Norman, a member of the International Committee on UFO Research, said only one out of five reported sightings were worth following up and usually, most could be explained.

"Eight-five per cent of reported sightings are mistaken identities and have logical, some less logical, explanations," Mr Norman said.

"The best sightings are from airline pilots because they know whether it's another aircraft, a weather balloon or whatever. But figures estimate people only report one in 10 sightings."

Mr Norman asked anyone with details of Sunday's sighting, or other incidents, to write to PO Box 43, Moorabbin, 3189.

"R E P O R T"

BY, James E. McDonald

University of ARIZONA
Institute of
Atmospheric Physics

(Material prepared for the Medical Students Colloquium, University of Arizona College of Medicine, January 30, 1969.)

It had been my original intent, on being invited to speak to your group on my studies of the UFO problem, to attempt a discussion of certain interesting categories of UFO incidents in which there appear to be reliable evidence of unusual physiological effects on the witnesses. However, subsequent to the date of my acceptance, the Condon Report has been issued, and even published in paperback form; and I believe that the overriding importance of carefully examining the basis of the strongly negative conclusions and recommendations contained in the Condon Report and endorsed by a panel of the National Academy of Sciences warrants my shifting radically the content of my discussion. I propose then to discuss some of my own views developed from studying the Report. The commercially published version of the Condon Report ("Scientific Study of Unidentified Flying Objects", Bantam Books) has been available in Tucson for only two days, but I have been fortunate to have had about three weeks in which to study the Report, after securing a copy in Washington through the office of Congressman Udall.

I strongly urge you all to secure copies of the Bantam unabridged edition and to read it carefully. Perhaps you will conclude, as I have, that the actual contents of the Report scarcely warrant the conclusions reached by Dr. Condon. His conclusion that "further extensive study of UFOs probably cannot be justified in the expectation that science will be advanced thereby" and other similarly negative conclusions and recommendations (e.g., he urges strongly "that teachers refrain from giving students credit for school work based on their reading of the presently available UFO books and magazine articles" and advises the government to drop its existing UFO project, Air Force Project Bluebook) are not too well supported by the contents of his report - I should have to say not even weakly supported by what's in the Report.

To defend fully that dissenting viewpoint would require detailed dissection of the case-analyses which I find flawed in the Condon Report on every other page. Much of that dissection is out of place in my discussions before your Colloquium, since it will hinge on matters of atmospheric physics, of optics, of the physics of radar propagation, and other topics rather far afield from your interests and backgrounds.

Instead, I propose to focus attention on one prominent facet of the Condon Report that I believe you will be able to appreciate quite well, a facet that will serve as at least an introduction to

those more extensive arguments which I believe you will soon see aimed at exposing the inadequacy of this Report that is now being praised in such curious manner as the definitive UFO study, the death blow to the nonsense about UFOs. The facet I shall try to illuminate tonight concerns the numerous UFO cases in the Unexplained category in the Condon Report. I believe that, by discussing examples of just those Unexplained cases, I may be able to show how very odd it is that Condon writes his Conclusions and Recommendations section almost as if he really hadn't fully read or understood the contents of his own Report. When, then, one adds to that, as I cannot here tonight, detailed rebuttal of the

still more numerous cases for which the proposed explanations are based on either quite shaky or quantitatively erroneous grounds, the core of the Report comes into question. But, to repeat, here we shall only examine those cases where there need be no argument about explanations because the Report itself concedes inability to find adequate explanation. Perhaps you will agree with me that this subgroup contains too many impressive cases to warrant acceptance of Condon's suggestion that the scientific community forget all this nonsense about UFOs.

Let's consider some good examples of Unexplained UFOs in the Condon Report, considering them in a date-chronological order. Page references in the following will be to the Bantam Books paperback edition of the Condon Report. Actually there is ambiguity in the Report as to which of the Unexplained cases is the earliest. I think perhaps the earliest may be the June, 1954 multiple-witness sighting from a BOAC Stratocruiser over Labrador (Bantam 139-140), since the tally displayed, on p. 173, two Unexplained cases in Category I-D and the reader finds only a single case in that Category clearly tagged as Unexplained. The famous BOAC sighting is so utterly inadequately "explained" in the Condon Report that I suspect it is actually the other one of the two cited Unknowns. I shall show elsewhere why the "horizon-mirage" toyed with in the Report's examination of that case is quantitatively quite unacceptable; but that is the portion of Report criticism I am putting aside tonight, so we'll begin with a 1955 multiple-witness sighting in the Northeast as the Unexplained case in the Condon sample bearing the earliest date. I strongly emphasize that my own studies lead me to regard as Unexplained many dozens of cases of still earlier date, but that's not the subject of our present discussion.

1. June 23, 1955, Utica, New York (Case 1482-N, Bantam 143)

We read that an 150-foot ellipsoidal object, light gray with several "windows" (from which a bright blue-green light emanated), passed an estimated 500 feet above a Mohawk Airlines DC-3 which was flying 1000 feet below an overcast, near noon on the day in question. Pilot and copilot observed the object's eastward flight for several miles, during which color-changes were noted. A few minutes after it went out of sight, two other aircraft also reported having seen it, and the Albany control tower reported an object go by on the Victor-2 airways. A short time later, Boston radar reported tracking an eastbound object on Victor-2, the elapsed time implying a speed of several thousand miles per hour. No sonic booms were reported by any observers. The Report concedes that: "It does appear that this sighting defies explanation by conventional means." Interesting, and provocative, couldn't we say?

2. August 13-14, 1956, Lakenheath RAF Station, England (Case 2, Bantam 163-164, 248-256)

The Report terms this "the most puzzling and unusual in the radar-visual files." It is a complex case, and I shall have to study the original Project Bluebook case-file before I shall be satisfied on certain details on which the Condon Report leaves me confused. The following summarizes the more clear-cut features of the case report.

Control tower personnel at RAF Station C (so designated in Report, evidently Bentwaters RAF Station) sighted a glowing object moving from west to east over the airfield at an altitude estimated at several thousand feet. Simultaneously, a radar unit at Station C tracked an unknown travelling westward at 2000-4000 mph, and the pilot of a C-47 flying at 4000 ft above C reported concurrently that "a bright light streaked under his aircraft travelling east to west at terrific speed." The time of these events was evidently 2257 on the 13th (see below for still earlier sighting at Station C); the whole series of sightings extends over about 5-6 hours.

RAF Station C alerted RAF Station B (which I infer to be Lakenheath RAF Station and will hereafter so designate it). The report filed with Project Bluebook evidently was prepared at Lakenheath, by USAF personnel stationed there and involved in at least the radar-tracking aspects of the incident. (The Condon Report quotes verbatim from portions of what appears to be the teletype transmission of the UFO report from Lakenheath, filed according to the standard form stipulated in USAF Regulation 200-2. Unfortunately, readers are not told that they can eliminate a large amount of the confusion in interpreting the array of answers to unstated questions on pp. 253-4 of the Bantam edition by merely turning to pp. 324-5, where the standard Air Force format is given.)

Evidently ground observers at Lakenheath saw two luminous objects, which are described as round white lights, equal in angular size to a golf ball at arm's length. (Here is a good example of the needless confusion created by failure to refer the reader to AFR 80-17 in the Report Appendix; most readers will mistakenly think the ground observers described the actual size as about that of a golf ball, since they will be unaware of the "arm's length" stipulation built into that particular question of the standard form.) No discernible details were seen by the ground observers, but they noted the unusual feature that the luminous object was "traveling at terrific speeds and then stopping and changing course immediately." They remarked that the "flight path was straight but jerky with object stopping instantly and then continuing", a pattern also observed on radar. For example, "(Lakenheath) Radar Air Traffic Control Center observed object 17 miles east of Station making sharp rectangular course of flight. This maneuver was not conducted by circular path but on right angles at speeds of 600-800 mph. Object would stop and start with amazing rapidity."

When first sighted visually by Lakenheath ground personnel, the objects were at an estimated altitude of 2000-2500 feet and were on a SW heading, when suddenly "object stopped and immediately assumed an easterly heading." (The switch from singular to plural is painfully typical of the shortcomings of many Bluebook reports filed under AFR 200-2.) The report next notes that, at a later time (unspecified), Lakenheath tracked the unknown from a point 6 miles W to a point about 20 miles SW "where target stopped and assumed a stationary position for five minutes." That target next began moving northwesterly, came in to within 2 miles of the Station, and again stopped. "GCA reports three to four additional targets were doing the same", so there were evidently as many as four or five unknown objects airborne near Lakenheath during this incident.

The references to GCA, "ground-controlled approach", that run through the report are confusing, since a GCA radar is not a search or tracking radar, but a fixed-beam glide-path radar. Without seeing the original Bluebook report, I am uncertain as to how to interpret this point of confusion. My guess is that the CPS5 search radar and not the CPN4 GCA radar provided the key data. I suspect that, in most of the passages where "GCA" appears, one should read "ATC", for "air traffic control". At least part of this confusion is evidently due to those who prepared the Condon Report because they state that the USAF non-commissioned officer who first called this incident to their attention in early 1968 was the "Watch Supervisor at the GCA station", whereas his own letter makes clear he was "Watch Supervisor...in the Radar Air Traffic Control Center" at Lakenheath.

In that non-com's letter, quoted at length on Bantam pp. 248-251, he describes how, at one point, he and his radar operators watched the previously stationary target start moving at a speed of 400 to 600 mph to the NNE until it reached a point about 20 miles NNW of Lakenheath. He comments that "There was no slow start or buildup to this speed, it was constant from the second it started to move until it stopped." "The target made several changes in location, always in a straight line, always at about

600 mph and always from a standing or stationary point to his next stop at constant speed." The non-com also recalled a very puzzling feature that is confirmed in the Bluebook report on the case: Although the search radars had full MTI (Moving Target Indication), designed to remove all stationary targets plus those moving at speeds below some lower limit that was evidently about 40 knots for these radars, the MTI did not take out the blip of the unknown(s) during seemingly stationary hovering periods that

varied from about 3 to 6 minutes. (Could this have been due to high-speed but small-amplitude motions not resolvable on radar?)

The Bluebook report, summing up the radar and ground-visual data comments: "The fact that three radar sets picked up the targets simultaneously is certainly conclusive that a target or object was in the air. The maneuvers of the object were extraordinary; however, the fact that radar and ground-visual observations were made on its rapid accelerations and abrupt stops certainly lend credence to the report."

To be cont

"I M P O R T A N T N O T I C E "

As part of an ongoing commitment to the efficiency and streamlining of V.U.F.O.R.S., your Committee has considered and unanimously supported a proposal that V.U.F.O.R.S. be "INCORPORATED" under the Associations Incorporation Act, 1981.

The continuing growth of V.U.F.O.R.S. necessitates an evermore professional approach to the running of the Society and we believe that the comprehensive constitutional and accounting formats associated with the above Act would be of great benefit to the Society.

Cost of incorporation are nominal and can be seen as a sound investment in the future of V.U.F.O.R.S.

Further innovations are presently being discussed and your Committee requests your opinion of what we believe to be the first step towards an even more successful V.U.F.O.R.S.

Please complete and return the form below at the earliest opportunity.

THE PRESIDENT
V.U.F.O.R.S.
P.O. BOX 43
MOORABBIN VIC 3189

.../.../88

Dear Mrs Magee,

I am a financial Member of V.U.F.O.R.S. and agree/disagree with the Committee's recommendation to INCORPORATE the Society under the Associations Incorporation Act, 1981.

.....
Signature

.....
Name in full
